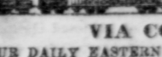


TR

THROUGH
NEW
1853.
Commerce.

Little Miami



VIA COLUMBUS.
10 A. M., 4 P. M., 8 P. M.

*The Quickest, Shortest and Most Direct Route, to
and from Cincinnati and the East.*

LAID WITH HEAVY T IRON.

Wheeling Passengers direct at Zanesville. Pitts-
burgh Passengers direct at Greenburg. Frank
and Buffalo Passengers direct at Cleveland.

EACH AND EVERY TRAIN BY
the Little Miami route runs into the Depot of the
Ohio & Erie at Cincinnati, and connects, and con-
nectively free from dust." Being the shortest and most di-
rect route from Cincinnati to the East, the time is so
arranged that it is made to pass through Connecticut, and
and, and passengers have full time for meals.

All winter and all the eastern cities
it, as the route makes the quickest time both to and
all winter and all the eastern cities.

Lightning Expresses connect at 8 A. M. for the
West, and at Cincinnati in advance of any other route.

Winter Express connect at Cincinnati at 2.45 P. M.

From the East.
Leaves Cleveland fifteen minutes later, and arrives at Cincinnati in less than any other route.
CINCINNATI TO CLEVELAND in 5 1/2 hours.
CLEVELAND TO CINCINNATI in 5 1/2 hours.
TIME VIA LITTLE MIAMI ROUTE.
From Cincinnati to
COLUMBUS in 5 1/2 hours;
CLEVELAND in 8 1/2 hours;
DUNKIRK in 1 1/2 hours;
BUFFALO in 1 1/2 hours;
ALBANY in 2 1/2 hours;
NEW YORK in 3 1/2 hours;
BOSTON in 4 1/2 hours;
CHICAGO in 6 hours;
PITTSBURGH in 1 1/2 hours.

PHILADELPHIA in 3 1/2 hours;
WHEELING in 10 hours;
BALTIMORE in 2 1/2 hours;
WASHINGTON in 2 1/2 hours;
STEUBENVILLE in 12 hours.
Baggage checked from Cincinnati to Wheeling, Pitts-
burg, Cleveland, Dunkirk, and Buffalo.
Passengers by the 6 o'clock A. M. train, Little Miami
Railroad, breakfast at Cincinnati and dine the follow-
ing day in New York, Philadelphia, Baltimore or Wash-

Five Daily Trains.
FIRST TRAIN.—Cleveland, Pittsburg, Steubenville, and Wheeling Lightning Express leaves Cincinnati at 6 a. m., for Columbus, Cleveland, Dunkirk, Buffalo, Albany, New York, and Boston; Crestline, Pittsburg, Baltimore, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, and New York, &c.; Steubenville, Sandusky, and Detroit; Xenia, Yellow

Passengers by this train for Lake steamers have five hours and a half at Cleveland. **2nd** Second TRAIN—Cleveland and Pittsburg Express leaves Cincinnati at 9 a. m. for Columbus, Cincinnati, Dunkirk, Buffalo, New York, and Boston; Crestline and Pittsburg; Blanchester, Chillicothe, and Hillsborough. Also, connecting at Cleveland direct with Lake steamers QUEEN OF THE WEST and CRESCENT CITY, and connecting at Buffalo with the early morning trains for New York, Boston, Albany, Niagara Falls, Montreal, &c. Third TRAIN—Cleveland and Pittsburg Express leaves Cincinnati at 11 a. m. for Columbus, Cincinnati, Dunkirk, Buffalo, New York, and Boston; Crestline and Pittsburg; Blanchester, Chillicothe, and Hillsborough. Also, connecting at Cleveland direct with Lake steamers QUEEN OF THE WEST and CRESCENT CITY, and connecting at Buffalo with the early morning trains for New York, Boston, Albany, Niagara Falls, Montreal, &c.

FOURTH TRAIN.—Accommodation leaves Cincinnati at 4 p. m. for Xenia, Yellow Springs, and Springfield; Circleville and Lancaster; Blanchester and Chillicothe; Hillsborough.

FIFTH TRAIN.—Cleveland, Pittsburg, and Wheeling Night Express leaves Cincinnati at 8 p. m., for Columbus, Cleveland, Dunkirk, Buffalo, New York, and Boston; Crestline, Pittsburg, Philadelphia, and New York; Zanesville, Wheeling, Baltimore, Washington City, Philadelphia, and New York.

One train on Sunday at 2:30 o'clock p. m., for Columbus.

THROUGH TICKETS.
And all information can be obtained at the New Orleans, No. 2 Burnett House Building, W. L. O'BRIEN, Ticket Agent; No. 177 Front Street, Gibson House Building, ALEX. HAMILTON, Ticket Agent; or at the Old Office, southeast corner Broadway and Front street, opposite Spencer House; or at the Eastern (Little Miami) Depot, East Front street.

Office hours from 4½ A. M. until 9½ P. M.
W. STEUBEN, General Agent.

THE OMNIBUS LINE
Calls for passengers at all the original Hotels, for each

and every train. By leaving directions at either of the above offices, will call for passengers in all parts of the city, without fail. By 18 dt.

1855. SUMMER ARRANGEMENT. 1855

FOR THE EAST!

— VIA THE —

Jeffersonville and Ohio and Mississippi Railroads,

— AND THE —

CINCINNATI, HAMILTON AND DAYTON

RAILROAD!!!

Expeditious Route

TO NEW YORK, BOSTON AND
Philadelphia via Dayton & Clyde to Cleveland
direct—making the same connections as are made by any

Other lines out of Cincinnati.

No other line from Cincinnati makes quicker time or more certain connections to the East, and none so quick from the East by one and three-quarter hours.

The time of the Cincinnati, Hamilton, and Dayton Road is quicker than is made on any other railroad in Ohio. For three-fourths of the distance this road is nearly level and straight, and it is so substantially built that it can be run at high speed with greater safety than other roads.

The First Train leaving Cincinnati, after the arrival of the Louisville Morning Cars, is on the Cincinnati, Hamilton, and Dayton Road. The Depots are about

Passengers by the 8 o'clock, a. m., Train, Cincinnati, who are going to the depot for dinner, will find no trouble in finding it, two miles through the city. Passengers, if they prefer it, can go to a hotel for dinner, and on their return to the Depot procure tickets and check their baggage through.

Pittsburg passengers are not detained half an hour at Crestline, having ample time for dinner, without unnecessary delay.

As for such changes of Passenger Cars as by any other route.

Passenger baggage checked through to Dunkirk, Buffalo, and Pittsburg.

Passengers by the 8 o'clock, a. m., Train, Cincinnati,

Hamilton & Dayton Railroad, breakfast at Cincinnati and dine the following day in New York, Philadelphia, Baltimore and Washington.

From Cincinnati to New York 3½ hours;
To Philadelphia 1½ hours;
To Albany 2½ hours;
To Boston in 3½ hours;
To Buffalo in 1½ hours;
To Dunkirk in 1½ hours;
To Pittsburg in 1½ hours;
To Baltimore in 2½ hours.

No other Line from Cincinnati makes quicker time to the East, and none so quick from the East by one and a half hours.

LEAVING CINCINNATI.

FIRST TRAIN.—Cleveland, Buffalo and Pittsburg Express, at 6 o'clock A. M. for Dayton, Clyde, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston; also connects at New York for Philadelphia, Philadelphia for Baltimore and New York, arrives at Cleveland at 10:45 P. M.

GIVING AMPLE TIME FOR DINNER, SECURING OF SEATS, &c., making close connection with Lake Shore Railroad to the Eastern Cities; arrives at Pittsburg at 8 P. M., connecting with Fast Express Train East.

SECOND TRAIN.—Cleveland and Pittsburg Accommodation Express, at 5 o'clock A. M., for Cleveland, Dunkirk,

THIRD TRAIN.—Cleveland Night Express, at 5 o'clock P. M. for Dayton, Cleveland, Dunkirk, Buffalo, Albany, New York and Boston.

Fourth Train.—New York from Louisville as low as any other route East.

CAUTION.

The traveling public are cautioned against the false statements made in the advertisements of the Little Miami and Railroad Company. Among the most prominent

these may be named: that their line is the quickest to the East; that there is less certainty of connections by way of Clyde to Cleveland, and that there are no changes of cars on the Pittsburg Express by one route than the other. Forbearance has been exercised for weeks, on the promise that these misrepresentations should be corrected; but they are still reiterated daily in hand-bills and newspapers making the caution necessary.

HENRY O. AMES, Supt. C. H. & D. R.
E. B. PHILLIPS, Supt. C. & T. D. R.
E. F. OSBORN, Pres. & Supt. M. K. & L. E. R. R.

For further information, or through tickets, apply

**Louisville and Frankfort;
AND LEXINGTON & FRANKFORT
RAILROADS.**
Through Tickets to Cincinnati

FARE 34—GOOD FOR TWO DAYS.



TWO PASSENGER TRAINS DAILY.

FIRST TRAIN LEAVES LOUISVILLE at 8 o'clock A. M., stopping 15 minutes for breakfast at Lagrange, and arrives at Lexington at 11 A. M. After remaining four hours in Lexington, passengers take the 3 o'clock P. M. Train of Covington and Lexington Railroad for Cincinnati, Paris, and Cynthiana.

SECOND TRAIN leaves Louisville at 2:30 P. M., and arrives at Lexington at 7:30 P. M. Persons taking the train remain over night in Lexington and resume the trip the next morning for Cincinnati.

Passengers to be taken to Lexington at the Cincinnati depot at Lexington with stages for Salvisa, Harrodsburg, and Danville, and at Lexington with stages for Nicholasville, Danville, Lancaster, Stanford, and Crab Orchard, and Winchester, Mt. Sterling, Owingsville, Richmond, and Estill Springs.

Stage lines continue through to Estill Springs and Crab Orchard. Stage lines end at Lexington.

Trains from all the above points arrive in Lexington at 7:30 P. M.

Passengers by this route are comparatively exempted from the annoyance of dust in the cars, and pass through some of the richest and most highly cultivated portions of the State.

For tickets and any desired information call at the Depot, corner of Jefferson and Brook streets.

BROOK GILL,
Supt. L. & F. and L. & F. N. R.

EXPRESS NOTICE.



Change of Time.

A DAMS EXPRESS COMPANY,

Office 545 Main street, Louisville.

On and after Tuesday, April 23, our Messenger and Express freight will leave Louisville for Frankfort and Lexington in the afternoon train. Returning, leave Lexington in the morning, at 6 o'clock.

Freight received at our office till 1 p. m.

Our wagon will call for freight, if orders are left

Jeffersonville Railroad.



SUMMER ARRANGEMENT. FOR
Indianapolis, Chicago, and Cincinnati.
On and after Monday, April 30th, trains will run as follows:
Leave Jeffersonville (opposite Louisville) for Indianapolis

These trains connect at Indianapolis and Cincinnati with all the trains for the North and East. Tickets can be had at the office 366 Main street.